

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #17-1**

**AMENDMENT TO THE AMENDED 2016 – 2019 BALTIMORE REGION  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the Amended 2016-2019 Transportation Improvement Program for the Baltimore region at its November 24, 2015 meeting, with federal approval on January 15, 2016; and

**WHEREAS**, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

**WHEREAS**, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

**WHEREAS**, the Maryland Department of Transportation on the behalf of the Maryland Transit Administration has requested approval of an amendment to the Amended 2016-2019 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, the Maryland Transit Administration is requesting to update Section 5337 funds for the following three (see Attachments) projects – MARC Rolling Stock Overhauls and Replacement, MARC Improvements, and MARC Facilities; and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Fixing America's Surface Transportation Act are met; and

**WHEREAS**, the Interagency Consultation Group has determined that these projects are exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

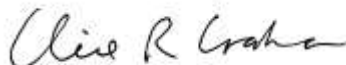
**WHEREAS**, the proposed Transportation Improvement Program amendment was publicized for a 30-day review from June 6, 2016 to July 8, 2016 with public meetings on Wednesday, June 8 and Tuesday, June 14 at the Woodlawn and Essex Branches of the Baltimore County Public Library, respectively. Several comments were received on these projects and responses were provided.

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the Amended 2016-2019 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on July 26, 2016.

7-26-16

Date



Clive Graham, Chairman

Baltimore Regional Transportation Board

## MARC Rolling Stock Overhauls and Replacement

<b>TIP ID</b>	70-1501-53	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Commuter Rail	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$55,172,000

### Description:

This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year Minor" and "20-year Midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features.

Note: In addition to matching funds listed, MTA has committed \$20.3 million in state dollars.

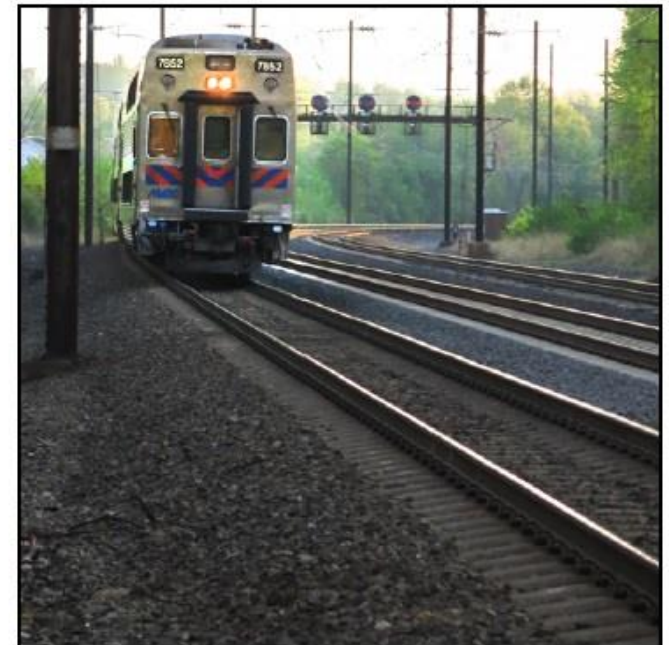
### Justification:

Overhauls will extend the life cycle of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.

**Amendment:** This amendment updates Section 5337 funds in FY 2016 and FY 2017 to reflect FY 2015 funds that will now be obligated in FY 2016 and an \$862,000 cost increase associated with one grant included in the project. Total funding in the TIP increases from \$43.96 million to \$55.172 million, an increase of \$11.212 million (\$8.97 million federal/\$2.242 million matching).

### Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.



**MARC Rolling Stock Overhauls and Replacement**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program) -ORIGINAL**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$9,702	\$2,426	\$5,273	\$1,318	\$17,300	\$4,325	\$2,893	\$723	\$43,960
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$9,702</b>	<b>\$2,426</b>	<b>\$5,273</b>	<b>\$1,318</b>	<b>\$17,300</b>	<b>\$4,325</b>	<b>\$2,893</b>	<b>\$723</b>	<b>\$43,960</b>
<b>Total</b>	<b>\$9,702</b>	<b>\$2,426</b>	<b>\$5,273</b>	<b>\$1,318</b>	<b>\$17,300</b>	<b>\$4,325</b>	<b>\$2,893</b>	<b>\$723</b>	<b>\$43,960</b>

**Section 5337 (State of Good Repair Formula Program) -UPDATE**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	<u>\$17,730</u>	<u>\$4,432</u>	<u>\$6,215</u>	<u>\$1,554</u>	\$17,300	\$4,325	\$2,893	\$723	<u>\$55,172</u>
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b><u>\$17,730</u></b>	<b><u>\$4,432</u></b>	<b><u>\$6,215</u></b>	<b><u>\$1,554</u></b>	<b>\$17,300</b>	<b>\$4,325</b>	<b>\$2,893</b>	<b>\$723</b>	<b><u>\$55,172</u></b>
<b>Total</b>	<b><u>\$17,730</u></b>	<b><u>\$4,432</u></b>	<b><u>\$6,215</u></b>	<b><u>\$1,554</u></b>	<b>\$17,300</b>	<b>\$4,325</b>	<b>\$2,893</b>	<b>\$723</b>	<b><u>\$55,172</u></b>



## MARC Improvements

<b>TIP ID</b>	70-1502-54	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Commuter Rail	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$42,252,000

### Description:

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak Operating Agreement. These improvements include: Baltimore Penn Station lighting design, B&P Tunnel block ties, B&P lighting improvements, inner track platform upgrades, lead track to Jessup Yard, Camden Positive Train Control, and MARC Station parking lot beautification.

Note: In addition to the matching funds listed, MTA has committed \$25.2 million in state dollars.

### Justification:

Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.

**Amendment:** This amendment updates Section 5337 funds in FY 2016 and FY 2017. FY 2016 funds increase by a total of \$21.266 million (\$17.013 million federal/\$4.253 million matching) to reflect a \$2.3 million cost increase on one grant included in the project, FY 2015 funds that will now be obligated in FY 2016, and funds that were transferred from the Washington MARC Improvements project to the Baltimore region project. FY 2017 funds decrease by a total of \$8.268 million (\$6.614 million federal/\$1.654 million matching). Total funding in the TIP increases from \$29.254 million to \$42.252 million, an increase of \$12.998 million.

### Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.



**MARC Improvements**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program) -ORIGINAL**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$6,892	\$1,723	\$11,791	\$2,948	\$752	\$188	\$3,968	\$992	\$29,254
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$6,892</b>	<b>\$1,723</b>	<b>\$11,791</b>	<b>\$2,948</b>	<b>\$752</b>	<b>\$188</b>	<b>\$3,968</b>	<b>\$992</b>	<b>\$29,254</b>
<b>Total</b>	<b>\$6,892</b>	<b>\$1,723</b>	<b>\$11,791</b>	<b>\$2,948</b>	<b>\$752</b>	<b>\$188</b>	<b>\$3,968</b>	<b>\$992</b>	<b>\$29,254</b>

**Section 5337 (State of Good Repair Formula Program) -UPDATE**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$23,905	\$5,976	\$5,177	\$1,294	\$752	\$188	\$3,968	\$992	\$42,252
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$23,905</b>	<b>\$5,976</b>	<b>\$5,177</b>	<b>\$1,294</b>	<b>\$752</b>	<b>\$188</b>	<b>\$3,968</b>	<b>\$992</b>	<b>\$42,252</b>
<b>Total</b>	<b>\$23,905</b>	<b>\$5,976</b>	<b>\$5,177</b>	<b>\$1,294</b>	<b>\$752</b>	<b>\$188</b>	<b>\$3,968</b>	<b>\$992</b>	<b>\$42,252</b>



## MARC Facilities

<b>TIP ID</b>	70-1503-55	<b>Year of Operation</b>	2021
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Commuter Rail	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$62,822,000

### Description:

- 1) Procure Riverside Maintenance Facility, which CSXT has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC.
- 2) BWI - Comprehensive structural inspection of both garages #1 & #2, with design & construction of recommended structural repairs. Scope also includes repairs to mechanical, plumbing, fire protection and electrical systems & elevators.
- 3) West Baltimore Station Improvements Phase I – Make improvements to the existing West Baltimore MARC Station to allow for barrier free access & to make it ADA compliant.
- 4) MARC Martin State Airport – Purchase private property & construct two additional storage tracks with related infrastructure.

### Justification:

- 1) Baltimore region space needed for MARC train maintenance and storage.
- 2) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location.
- 3) This will improve bus transit connections, upgrade pedestrian access, widen community wide accessibility, and provide connectivity to the Light Rail.
- 4) Baltimore region space needed for MARC train maintenance and storage.

Note: In addition to the matching funds listed, MTA has committed \$16.6 million in state dollars.

**Amendment:** This amendment updates Section 5337 funds to show federal funds that were not obligated in FY 2015 that will now be obligated in FY 2016 and to show FY 2017 federal funds that were inadvertently left out of the call for projects. Section 5337 federal funds increase by \$11.09 million with an increase of \$2.77 million in matching funds for a total increase of \$13.86 million. The year of operation has been updated from ongoing since all project elements are anticipated to be completed by 2021. The estimated total cost now reflects the total cost of all projects rather than the cost encompassed by the four years of the TIP.

### Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.



**MARC Facilities**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program) -ORIGINAL**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,513	\$378	\$1,269	\$317	\$0	\$0	\$304	\$76	\$3,857
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,513</b>	<b>\$378</b>	<b>\$1,269</b>	<b>\$317</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304</b>	<b>\$76</b>	<b>\$3,857</b>
<b>Total</b>	<b>\$1,513</b>	<b>\$378</b>	<b>\$1,269</b>	<b>\$317</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304</b>	<b>\$76</b>	<b>\$3,857</b>

**Section 5337 (State of Good Repair Formula Program) -UPDATE**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$5,257	\$1,314	\$8,613	\$2,153	\$0	\$0	\$304	\$76	\$17,717
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$5,257</b>	<b>\$1,314</b>	<b>\$8,613</b>	<b>\$2,153</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304</b>	<b>\$76</b>	<b>\$17,717</b>
<b>Total</b>	<b>\$5,257</b>	<b>\$1,314</b>	<b>\$8,613</b>	<b>\$2,153</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304</b>	<b>\$76</b>	<b>\$17,717</b>